

SECTION 3

EMERGENCY PROCEDURES

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NOTE :

Sub-title for each Section 3 chapter is given at the back of their respective divider hereafter.

3.1 - GENERAL

The recommended procedures for different failures or emergency situations are provided in this Section.

Emergency procedures associated with optional or particular equipment which require pilot's operating handbook supplements are provided in Section 9 "Supplements".

The pilot must know procedures given in this section and be prepared to take appropriate action should an emergency arise.

Some emergency procedures are a part of pilot basic training. Although these emergencies are discussed here, this information is not intended to replace such training, but only to provide a source of reference and review. This information also provides failure procedures which are not the same for all airplanes.

It is important for the pilot to be familiar with standard emergency procedures to be at the optimum efficacy if necessary.

SECTION 3.3

ENGINE FAILURES

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3.3 - ENGINE FAILURES

ENGINE FAILURE DURING FLIGHT	
1 - If AP engaged :	
"AP / TRIM DISC INT" push-button	PRESSED
2 - Power lever	IDLE
3 - Propeller governor lever	FEATHER
4 - Condition lever	CUT OFF
5 - Remaining fuel	CHECK
6 - Tank selector	SWITCH TANKS
7 - "AUX BP" switch and fuel pressure	CHECK / CORRECT
8 - Air start (Refer to Chapter 3.4)	
9 - In case of high altitude (above 12000 ft), undertake an EMERGENCY DESCENT (Refer to Chapter 3.6)	
10 - If air start not successful, perform a FORCED LANDING (Refer to Chapter 3.7)	

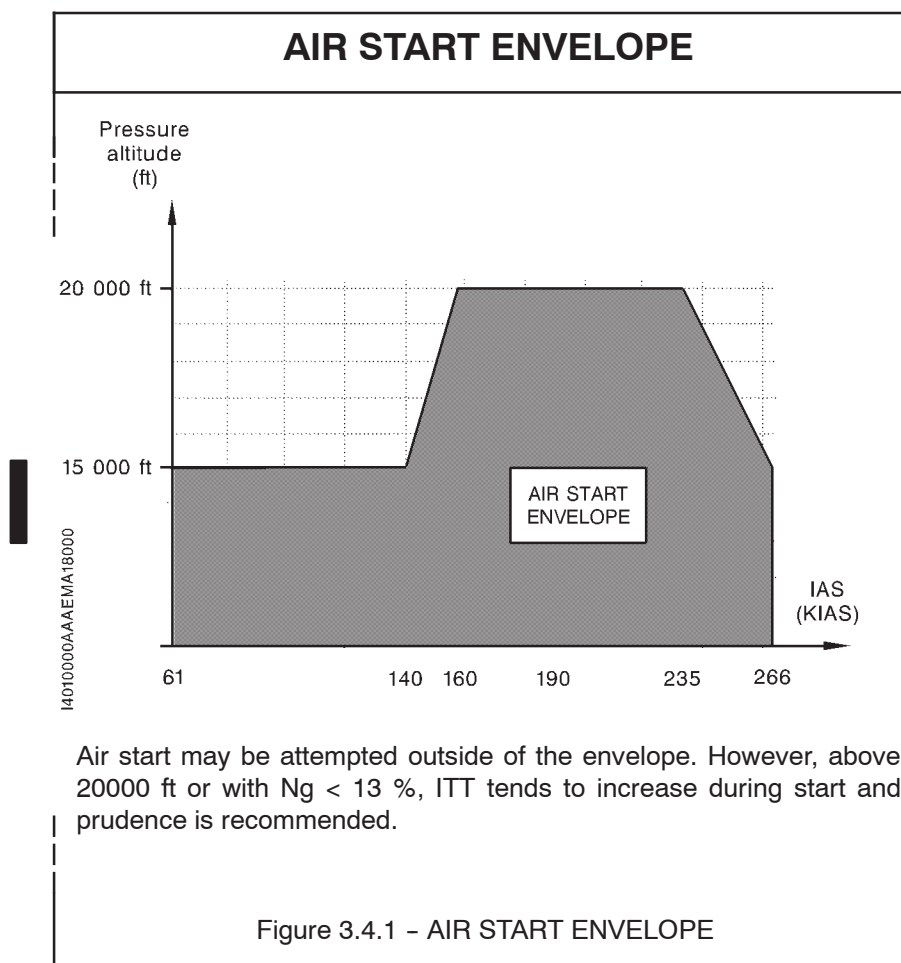
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AIR START

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3.4 - AIR START



3.4 – AIR START

AIR START WITH STARTER (1/2)

CAUTION

**THE STARTER CANNOT OPERATE IF THE "GENERATOR"
SELECTOR IS ON "ST-BY"**

CAUTION

**IGNITION IS NOT AVAILABLE IF THE "ESS BUS TIE" SWITCH IS
KEPT "EMER"**

NOTE :

The "AVIONICS MASTER" switch may be ON.

1 – "BLEED" switch OFF

CAUTION

**"BLEED" SWITCH SET TO "AUTO" MAY CAUSE
OVERTEMPERATURE OR ABNORMAL ACCELERATION**

2 – "AIR COND" switch OFF

3 – Air start envelope CHECKED

4 – Electric consumption REDUCE

5 – Power lever IDLE

6 – Propeller governor lever FEATHER

7 – Condition lever CUT OFF

8 – Tank selector CHECK

9 – "AUX BP" fuel switch ON



3.4 – AIR START

AIR START WITH STARTER (2/2)

- | | |
|-------------------------------------|--|
| 10 – "IGNITION" switch | AUTO or ON |
| 11 – "STARTER" switch | ON |
| 12 – Condition lever | LO / IDLE
when Ng ~ 13 % |
| 13 – ITT and Ng | MONITOR |
| 14 – When Ng ~ 50 % steady | STARTER OFF
IGNITION AUTO |
| 15 – Condition lever | HI / IDLE |
| 16 – Propeller governor lever | MAX. RPM |
| 17 – Power lever | AS REQUIRED |
| 18 – Electrical equipment | AS REQUIRED |
| 19 – "AUX BP" fuel switch | AUTO |
| 20 – "BLEED" switch | AS REQUIRED |

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